



FOUR BRIDGE OPTIONS TO GET DETAILED STUDY

Public input sought before final determination

Louisville, Ky. (April 28, 2009) – After months of study, discussion and community feedback, the Kentucky Transportation Cabinet (KYTC) and the Indiana Department of Transportation (INDOT) are recommending four alternatives to receive in-depth study in the Milton-Madison Bridge Project.

Of the fourteen original alternatives, the following are recommended for detailed study:

- 1) Superstructure replacement
- 2) A hybrid of alternatives 9 and 10 at Tiber Creek
- 3) A hybrid of alternatives 11 and 12 at Canip Creek
- 4) Do nothing - as required by federal law, this alternative remains to provide a baseline for comparison of other alternatives

“This decision reflects months of hard work and careful consideration on the part of the community,” said Gary Valentine, KYTC project manager. Project Advisory Group (PAG) members and federal, state and local resource agencies helped narrow the list of alternatives. Public input, engineering, environmental and historical considerations also factored into the decision.

The Lonesome Hollow, Eagle Hollow and Bypass alternatives were all eliminated because they do not meet the project’s “Purpose and Need Statement,” which is required under federal guidelines to guide the development and evaluation of alternatives. These alternatives would increase the travel distance between the two communities.

The Jefferson Street alternatives were not recommended because the impact to Madison’s National Landmark District would be too great. The approach work in Kentucky also would be very costly and would likely lead to multiple relocations within downtown Milton.

The alternative for a new bridge parallel to the existing bridge was removed because it requires relocation of a large portion of downtown Milton and passes through three historic districts. The KY 36 alternative was eliminated for the same reasons.

A final decision on the recommended alternatives will not be made for thirty days in order to provide additional time for public feedback. One such opportunity will be at a public open house on May 19 from 10:00 a.m. - 7:00 p.m. at the Brown Gym, 100 S. Broadway St., Madison, Indiana.

“People can drop by any time during the open house,” said John Carr, project manager for Wilbur Smith Associates. “We’ll be available one-on-one to answer questions about the alternatives in a very personalized manner.”

A live interactive online forum will also be offered to provide the public another opportunity for input on the recommended alternatives. Project officials will answer questions from the project Web site, www.miltonmadisonbridge.com, on May 21 from 12:00– 2:00 p.m. and again from 7:00-9:00 p.m.

Information regarding the alternatives recommended for detailed study project can also be found on the project Web site: www.miltonmadisonbridge.com.

Environmental Study

Once a final determination is made on the recommended alternatives, a full environmental study will be conducted to determine what impact each alternative might have on the human and natural environments.

“What we’ve done to this point has been research on paper; now we’ll take our study into the field,” said Steve Smith, INDOT project manager.

Starting this summer, environmental scientists will work along the Ohio River, area creeks, US 421, and State Roads 56 and 36, collecting samples, preparing field documentation and conducting on-site testing. Crews will study the potential impact on aquatic life, wetlands, animals, endangered species and water quality, among others.

“We’ll also be looking at specific impacts of the project on historical properties,” said Carr. “The project is now at the point where what we call ‘Section 106’ will come into play.” “Section 106” refers to a specific part of the 1966 National Historic Preservation Act. Its purpose is to balance the needs of the project with the concerns of historic preservationists.

KYTC and INDOT announced the kickoff of the Milton-Madison Bridge Project in August 2008. The project is examining the need for the rehabilitation or replacement of the aging US 421 span with an affordable Ohio River bridge that safely connects the communities of Milton, Ky., and Madison, Ind. Goals for the project include selection of a bridge location, identification of affordable bridge types and the completion of a federal environmental study. The project is expected to take three years and \$5 million to complete. For more information, visit www.miltonmadisonbridge.com.

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